

**APPROVED**  
**MINUTES OF THE MEETING**  
**17 May 2001**

Projects Reviewed

Convened: 8:30am

Stewart Place Alley Vacation  
Starbucks at Westlake  
Open Space Strategy/ Westlake Corridor South  
South Lake Union Transportation Improvements  
Pacific Northwest Aquarium Mater Plan Addendum  
Japanese Garden Pond/ Shoreline Renovation

Adjourned: 5:00pm

Commissioners Present

Donald Royse  
Tom Bykonen  
Ralph Cipriani  
Jack Mackie  
David Spiker  
Sharon Sutton  
Tory Laughlin Taylor

Staff Present

John Rahaim  
Layne Cubell  
Brad Gassman  
Sally MacGregor

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**17 May 2001 Project: Stewart Place Alley Vacation**

Phase: Alley Vacation Briefing

Previous Reviews: 2 November 2000 (Pre-Vacation Briefing), 1 March 2001 (Vacation Briefing)

Presenters: Rachel Ben-Shmuel, Ben-Shmuel and Associates

Arlan Collins, Collins Woerman

Douglas Howe, Touchstone Corporation

Kenichi Nakano, Nakano and Associates

Buster Simpson, Project Artist

Attendees: Howard Anderson, Denny Triangle Association

Beverly Barnett, Seattle Transportation (SeaTran)

John Eskelin, Department of Neighborhoods

Michael Jenkins, Department of Design Construction and Land Use (DCLU)

Lyn Krizanich, Denny Triangle Neighborhood Association

Richard Parrish, Collins Woerman

Shawn Parry, Touchstone Corporation

Marilyn Senour, Seattle Transportation (SeaTran)

Scott Species, Denny Triangle Association

Jim Yamaguchi, Nakano Associates

Time: 1.5 hours (SDC Ref. # 170 | DC00199)

**Action: The Commission recommended approval of the alley vacation, with a vote of 5-2, and would like to make the following comments and recommendations.**

- The Commission appreciates the level of investigation of alternative designs and the degree of enthusiastic response to previous Design Commission concerns;
- is encouraged by the design team's level investigation of the needs of the public and neighborhood users, in addition to the tenants, to guide the design of the open space;
- strongly supports the proponents' interest and exploration of a sustainability design emphasis;
- appreciates the kinesthetic design opportunities for children interaction through the incorporation of working sculptural and environmentally responsive elements in the design of the open space;
- appreciates the proponents' efforts to integrate the design of the open space with the Green Street, Terry Avenue, through the extension of the platform near the right of way;
- although the Commission does not typically support alley vacations, the Commission believes that the preferred design does provide for the requirements of public benefits in return for the alley that would be removed;
- urges the project team to continue to develop the project design and consider the alley vacation and its character and use, perhaps through a public easement along the length of the alley;
- argues for the team to further develop the design of the Virginia Street façade as it faces a residential building and needs to be developed to benefit

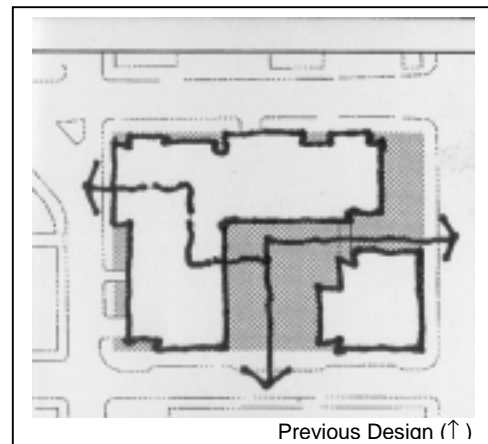
**the neighborhood, not simply as the service side of the building;**

- **encourages the team to develop softscape throughout the open space, in addition to the hardscape;**
- **believes that the team should investigate the opportunity to develop traditional, built-up corners at the eight corners of the block, (including the corners at each end of the alley) as an alternative;**
- **encourages design development of the ADA access to the open space at Terry Avenue and along the length of the alley; and**
- **encourages the team to develop the sustainability concepts of the design through the detailing of the building façade, recognizing that the air movement and wind will be altered through this building.**

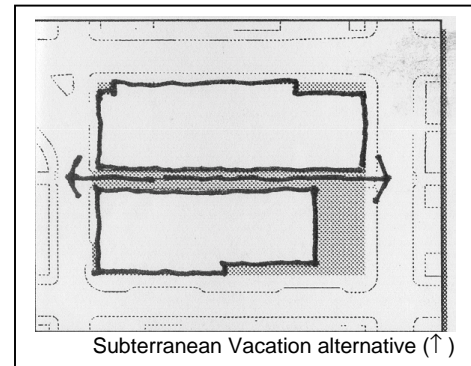
The project team presented the design for the Stewart Place development, which is bounded by Stewart Street, Terry Avenue, Virginia Street, and Boren Avenue. The team has updated the design to meet previous Commission concerns. The project team now also includes a landscape architect and an artist, who have worked to design a truly public open space. The team has also worked with the Denny Triangle Neighborhood Association to identify community needs and concerns. The project team also met with City staff to develop revisions and interpret previous Commission comments. The current design incorporates an L-shaped building with a smaller corner building at Stewart Street and Terry Avenue. The preferred design consists of three distinct buildings. There is also a subterranean vacation alternative.

The design team presented a brief description of the three vacation alternatives. These designs have many open space and urban design elements in common. The team has also worked with the community throughout the master planning process. Through this collaborative process, the team intends to blur the line between the Green Street (Terry Avenue) and the open space. The design team intends to treat the plazas equally, with overriding sustainable design principles and public art that incorporates these sustainable ideas.

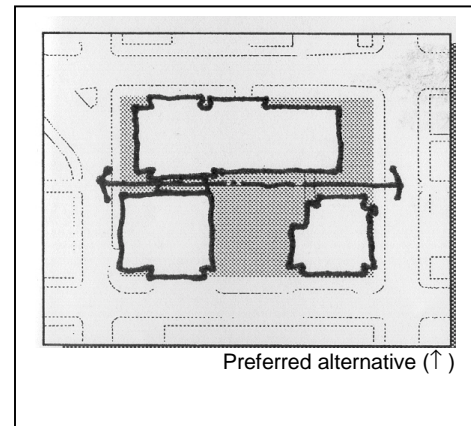
Previously, the team proposed an east-west L-shaped building with a small building at the corner; the alley terminates mid-block, at the open space. The open space in this design is approximately 33,000 square feet, similar in size to Westlake plaza and Occidental Park. The edges would be activated by the many uses, which would include a 10,000 square foot daycare that would also accommodate neighborhood children. The team has also examined ways by which retail could also activate the plaza. The team identified two possible locations for restaurants at the northeast and southwest corners. The team also proposed a water feature, which would address Terry Avenue.



The team has also investigated a design response that incorporates a subterranean vacation. This option retains the alley as a working alley for service vehicles. This scheme contains two building masses with a 6,000 square foot open space at the southeast corner. This space would take advantage of the natural light. This open space could also incorporate a water feature as well as an amphitheater. There would be fewer viable retail options in this scheme.



The preferred alternative incorporates three main building masses that would differ in heights and materials. This orientation relates to the existing half blocks. While the largest mass of the building would run in the east-west direction, there would be two small “stand-alone” buildings. Through this scheme, the alley would be expressed and used for ground level access through the block. The main trash and loading would be inside the building mass at the northwest corner, and would be accessed from Virginia Street. The alley, at the covered portion, would be eighteen feet tall and would be lighted. There would be security services to allow the open space to be open at all hours. The uses of the building would create an entry of the alley, which would be twenty feet wide. The design team must also address the slope between Stewart and Virginia Streets. This scheme would include retail; the retail uses would generate activity and public use of the site. This scheme would include a 30,000 square foot open space that would address the Green Street, Terry Avenue. The open space would contain spaces of different character. Because the difference in topography between the open space and Terry Avenue is five feet, there will be stairs and an ADA accessible ramp. This edge could also contain an extension of outdoor seating, pushed out to address the street. The open space could contain a water feature that would incorporate the rainwater from the roof. This water feature could also include water toys for children. The separation of the building masses and the difference in the materials would reduce the perception that the open space is owned by the building.



The project artist hopes to express the weather and its related components through the open space design. The roof water could be captured and stored in a tank below grade and brought up to the open space. Children could pump the water from this system, with some form of an Archimedes' screw, watering the trees at the site. This system should also show the movement of the water. The technology and the use of the building could also be expressed through the art of the open space. There could be light pylons, connecting Stewart Street with Terry Avenue as light vectors that pass through the site.

### **Key Commissioner Comments and Concerns**

- Commends the team for the thorough job of responding to previous concerns. Believes that this project could be a catalyst for the neighborhood. Is impressed with the number of changes and responses to previous concerns.
- Would like the team to describe the internal uses that will take place in the building section above the alley. Would like to know what types of materials would be used on the underside of the building.

Would like to know if this portion would function as a bridge, or is it actually a building over the alley.

- Proponents stated that this portion of the building would not typically be a bridge. This portion of the building would be occupiable. The façade of this portion of the building would be as translucent as possible. This portion of the building would be recessed, and from Virginia Street, the building would appear as two buildings. Further stated that the loading for the building would be at-grade. Materials and supplies must be taken from the building at the northwest corner of Virginia Street, and taken across the alley to the main building mass. This is where the freight elevators would be located.
- In the subterranean vacation alternative, the team presents a much more horizontal massing on the Terry Avenue edge. This produces a smaller open space. Would like to know why the team did not depict the open space the same size as those in the other schemes. Believes that, through the preferred scheme, with an increased massing, the team could remove the third building at the southeast corner of the site to retain a larger open space at the corner.
  - Proponents stated that they did pursue this option, but the resulting open space would be a very large open space in the city.
- Would like to know if the team is still requesting a vacation through the third, preferred scheme. Believes that this is simply a paved zone within the open space of the block.
  - Proponents stated that it would still function as a pedestrian alley, but it would be managed by the property manager. Does not believe that any future design would change to allow a building within this portion of the block. If a future development hoped to develop this portion of the alley, the lending requirements would change.
- Appreciates the effort to present the project from a public-needs perspective, rather than the through the perspective of the tenant needs. Supports the landscape architect and artist intent to develop the sustainable themes through the open space design. In addition to the incorporation of water and light, hopes that the team would also incorporate air movement, which may become exacerbated by the narrowness of the passage. This may be an opportunity to push the creativity further, in addition to minimizing the impact of the wind.
  - Proponents stated that there would be wind analysis conducted before the project design is completed. Further stated that the team would examine how this air movement would affect the open space as the design process continues.
  - A representative from the Department of Design Construction and Land Use (DCLU) stated that wind analysis is a requirement of the Environmental Impact Statement (EIS). The building design would have to be modified to take this concern into account.
- Appreciates the sustainable design features, including the roof water detention system. Believes that the wind sustainability could also be addressed in many ways, especially through the articulation of the exterior building skin.
- Appreciates the perception of different building masses through the incorporation of different materials. Is excited that the open space will integrate the Green Street (Terry Avenue). Believes that the relationship between public and private is successful. Encourages the proponents to continue to hold the corners, rather than a large open space at a corner.
- Suggests that the anticipated wind problems might be very similar to Merrill Place in Pioneer Square.

Believes that the experience of the overhead structure would be agreeable, and appreciates the design attempt to retain the urban fabric.

- Proponents stated that currently, the master plan for the Green Streets, Terry Avenue and Ninth Avenue, are at schematic design level and there are design guidelines to address. Further stated that the team would examine different prototypes to better understand the paving details and street furniture. Further stated that the paving and landscape of the open space would flow out into the Green Street.
- Would like to know if the team has considered only an aerial and a subterranean vacation, in order to leave the alley as it is.
  - Proponents stated that through the preferred scheme, the cost-benefit ratio would be in the City's favor, and the open space would benefit the neighborhood. Further stated that if the alley continued as an alley, there would be trucks driving through the entry/ open space.
- Is concerned that the street would be used as a service entrance. Would like the team to explain the character of this portion of the building along Virginia Street.
- Appreciates the contribution of the landscape architect and artist, but would like the Commission to realize that this valuable input should be present regardless of a vacation.
- Encourages the team to also incorporate dirt in the sustainable design of the open space.
- Encourages the team to create a feature through the ADA access on Terry Avenue, rather than a side effect.
  - Proponents stated that there are different ramp designs, some of which incorporate water features.
- Urges the team to recognize that there are eight corners to address.
- While the Virginia Street façade will contain the loading access, hopes that this façade will not become a dead façade, but an occupiable façade. Would like to know how this portion of the building would address the residential building across the street.
  - Proponents stated that the truck curb cut is as small as possible and this portion of the building would not look any different than the rest of the building. Further stated that this wall could be sculpted with landscape
- Does not believe that there has been substantial change to the architectural articulation or the massing. Is concerned that the building is pulling away from the street edges. Urges the proponents to make a more urban approach to the street in a definitive way, through simple massing.

### **Key Visitor Comments and Concerns**

- A representative from Seattle Transportation (SeaTran) states that the preferred scheme would require a full vacation. While the scheme would retain the pedestrian accessibility of the alley, the character and functional uses of the alley would not reflect the full range of traditional alley use. Believes that this space is too private and would not be achieved through only a subterranean and/ or an aerial vacation.
- A representative from the Denny Triangle Neighborhood Association states that this project helps to initiate the implementation of the neighborhood plan. Is excited about this project and supports this design. As the Neighborhood Plan states, the area embraces density, welcoming new housing units and jobs as long as there is open space to support this density. The neighborhood hopes that the amenities would be developed through private development. The Touchstone development has worked to incorporate the Neighborhood Plan. Encourages approval of the alley vacation and

believes that this scheme better utilizes the site and creates a truly open space.

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**17 May 2001 Project: Starbucks at Westlake**

Phase: Conceptual Design Briefing

Presenters: Don Carlson, Carlson Architects

Craig Grosinger, Starbucks Coffee Company

Attendees: Judy Barbour, Law Department

Dominique Boivin, Starbucks Coffee Company

Tom Bowman, Starbucks Coffee Company

Steve Burroughs, Starbucks Coffee Company

Jola Cholewozynski, Starbucks Coffee Company

Rob Graham, Starbucks Coffee Company

Brenda Klein, Westlake Center Associates

Steve Koehler, Koehler and Company

Chris Pugel, Westlake Center Associates

Bruce Rips, Department of Design Construction and Land Use (DCLU)

Andrew Russin, Carlson Architects

Slava Simontov, Starbucks Coffee Company

Mark Withrow, Carlson Architects

Time: .75hour (SDC Ref. # 170 | DC00214)

**Actions: The Commission appreciates the engaging presentation and makes the following comments and recommendations.**

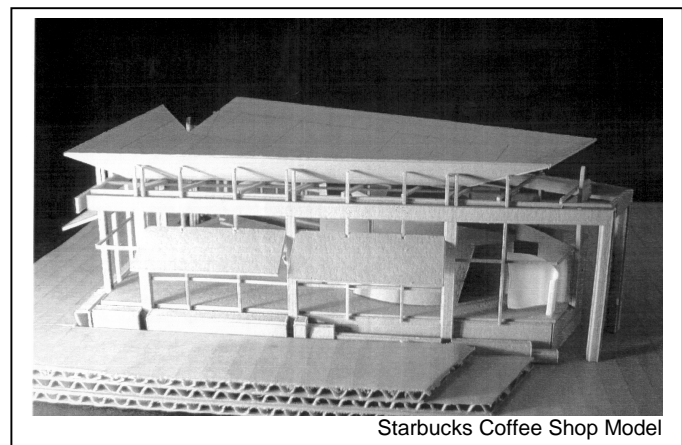
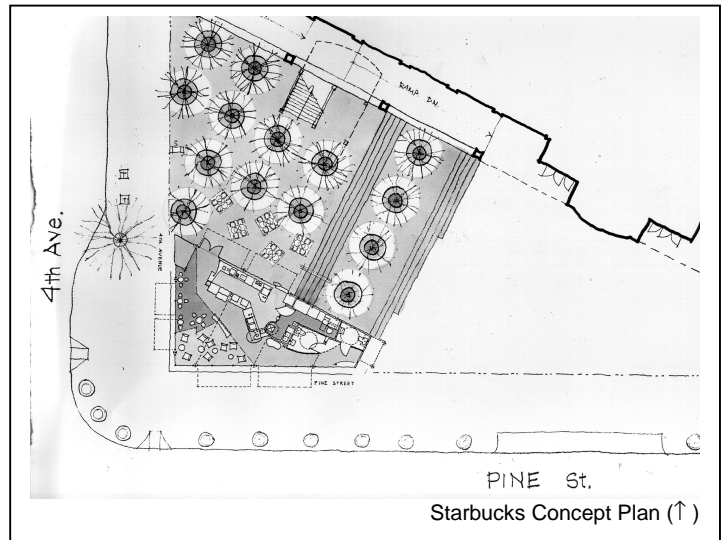
- **The Commission appreciates the “glass box” design concept;**
- **appreciates the significant change to this peculiar building, and feels that the open design vocabulary would create an exciting urban experience at the corner of Fourth Avenue and Pine Street;**
- **appreciates the separation of the enclosure from the frame;**
- **encourages the team to pursue the notion of transparency in every possible aspect;**
- **encourages the team to fully explore the range and alternatives of materials, especially in the case of the black awnings, which could be more transparent;**
- **encourages the team to investigate the incorporation of new and different outdoor furniture;**
- **urges the team to investigate the opportunity to plant another tree in the right-of-way along Fourth Avenue;**
- **approves the conceptual design of the Starbucks coffee shop and does not need to review this project again; and**
- **concurs that the proposed expansion would still comply with the 1985 Westlake Center Settlement Agreement.**

The project team presented the schematic design for the new store, which will occupy an existing building on Westlake Plaza now occupied by Seattle’s Best Coffee. The new design will increase the amount of usable square footage (from 800 to 1200 square feet), but will stay within the existing limits of the structural frame and comply with maximum building limits for the Plaza established by the City’s Settlement Agreement. Many of the existing orientations will remain including the connection to the



plaza with an entry and walk-up service window. The signage location at Third Avenue and Pine Street will remain, and the team has commissioned a project artist to create a focal point at this corner.

Many design changes have been made to improve the link between the coffee shop and the community. The design team believes that the level of transparency should be improved while maintaining the sculptural elements of the design. Currently, one façade of building is blocked by merchandise. The new design will allow seating along this edge to allow visual interaction between the inside and the outside, enhanced with the incorporation of operable windows. The design team has identified two options for window design. They may be either steel or aluminum frame double-hung window with energy saving low-e glass. The design maintains the outdoor seating in the plaza, and the team plans to refurbish the existing seating ledge. The design will also include permanent fabric awnings for sun control. Playful angles and shapes will shape the interior space, and the seating will be tables and chairs, rather than stand-up counters. Some opacity will be required for the storage areas and restrooms. The design team hopes to incorporate an artist to develop the wall panels, which may be metal with graphics. The base of the building will be black granite, and the other interior colors will be based on the Starbucks color palette. The exterior structure will be painted brown to emphasize the transparency of the building. The existing roof will be removed and the edges will fold upward, rather than expanding beyond the building envelope and sloping down, to improve the transparency; this would also hide the mechanical systems on the roof. The team also plans to make some changes to the exterior seating plaza. The trees will be replaced, and two trees would be removed to provide more space for tables and chairs.



### **Key Commissioner Comments and Concerns**

- Would like to know how the existing design will address the current social life at Fourth Avenue and Pine Street. Would like to know if the team plans to incorporate a notched seating edge or other design features that would affect the comfort of the seating along the edge.
  - Proponents recognized this concern and agreed that this is a sensitive issue. Further stated that there is not yet a final solution. The current design includes the repair of the existing limestone, without significant changes. Further stated that the social life, especially in relation to the operable windows, does not usually take place back and

forth, between the inside and the outside.

- Appreciates the design shift and feels that the team has addressed the question of the building front and back. Believes that the design addresses the side in a very effective way.
  - Proponents agreed that the corner at Fourth Avenue and Pine Street would be a very open urban space.
- Likes the transparency of the project and appreciates the notion of this space as a glass box, with people as objects on the inside. Hopes that the interior opaque walls would continue to read as objects inside the building as well. Believes that the black awnings are contrary to the notion of transparency.
- Would like the proponents to explain the conditions at the narrow corner, as this space would be larger than the existing conditions.
  - Proponents stated that currently there are steps, coming up the slope that end at this corner of the building. These steps would become a place where people could sit, or stand and lean against the corner of the building. If the columns were moved to meet the edge of the wall, the frame would no longer float as a separate structure. The space between the columns and the storefront is 5'-6", and the roof may extend over the space.
- Believes that the design is a great improvement upon the existing conditions and the previous schematic design. For the exterior seating in this highly visible location, encourages the team to consider aluminum furniture, rather than typical nondescript street furniture that is dominant throughout Seattle.
  - Proponents stated that they are investigating different furnishing and options that are not from the standard green and black Starbucks color scheme, recognizing that this is an important site for Starbucks.
- Believes that the notion of transparency should be incorporated throughout the design. Suggests that the design could follow a Parisian example of a restroom in which the necessary areas are enclosed, but in some interesting cases, men can look out the window while standing at the urinal.
- Believes that the transparency concept is very important, especially along Fourth Avenue. Agrees that the awning contradicts this concept, and there could be other material choices that would fit the design vocabulary, such as steel, glass, or perforated metal. Believes that the granite base is also not the most appropriate solution.
  - Proponents stated that the transparency would be enhanced by contrasting, non-transparent materials. Further stated that the awnings would reflect light up into the space.
- Would like to know if there is an opportunity to replace one of the two trees that would be removed by incorporating an additional tree in the large right-of-way on Fourth Avenue.
  - Proponents stated that if a tree was added at this location, it could not be in the ground, but it would have to be in a planter box.

**17 May 2001 Commission Business**

**ACTION ITEMS**

A. TIMESHEETS

B. MINUTES FROM 19 APRIL 2000- APPROVED

**ANNOUNCEMENTS**

C. VOLUNTEER RECOGNITION RECEPTION-TUESDAY, MAY 22

**DISCUSSION ITEMS**

D. DC RECRUITMENT UPDATE

E. OUTSIDE COMMITMENT UPDATES

F. DESIGN REVIEW UPDATE

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**17 May 2001 Project: Open Space Strategy/ Westlake Corridor South**

Phase: Briefing

Presenters: Bert Gregory, Mithun  
John Rahaim, CityDesignAttendees: Debra Guenther, Mithun  
Lorna Jordan, Lorna Jordan Studio  
Kate Kaehny, Department of Parks and Recreation (DOPAR)  
Brad Kurokawa, Nakano and Associates  
S.A. Mesher  
Kenichi Nakano, Nakano and Associates  
Ron Scharf, Seattle Transportation (SeaTran)  
Robert Scully, CityDesign  
Bryon Ziegler, Mithun

Time: 1.25 hours (SDC Ref. # 220 | DC00184)

**Action: The Commission appreciates the briefing and looks forward to future updates. The Commission would like to make the following comments and recommendations.**

- **The Commission commends the team for the work that has been done so far; believes that the City departments and the consultants have compiled a significant amount of different information to complete a series of proposals;**
- **hopes that these projects will further develop the urban fabric to link the disconnection in the open spaces of Denny Triangle and South Lake Union;**
- **believes that the City and neighborhood plans should guide the development of this area, rather than the developers;**
- **hopes that the goals and objectives, developed by the team, are truly used to guide and shape future development; and**
- **looks forward to seeing the development of these projects.**

The multi-disciplinary team presented a briefing of the Open Space Strategy, particularly to focus Westlake corridor design concepts. The Open Space Strategy has developed in response to the combined neighborhood plan of five downtown neighborhoods. The combined plan identified the need for an urban design plan for the five neighborhoods. However, the boundaries are not simply these five neighborhoods, and the surrounding neighborhoods wanted to develop stronger connections with downtown through urban design, creating the “Center City.” The Urban Design Forum set direction for the urban design efforts, and this forum identified the need for open space, the need to examine existing open space systematically, and make connections between existing open spaces. The CityDesign office secured funding for the Open Space Strategy for the Center City. The design of Westlake between Olive Street and Denny Way is a pilot project of the Open Space Strategy. Seattle Transportation (SeaTran) is working on Westlake between Denny Way and South Lake Union under a separate contract. Another pilot program examines the streetscape typologies downtown. The team has identified the early principles of the strategy as well as alternatives for the Westlake corridor.

The design team began the project by collecting base maps, assembling and mapping the neighborhood plans, and other types of mapping that is relative to the topography. MAKERS, the urban design consultant for the Downtown Open Space Analysis conducted by SPO, has examined and mapped the

open space, public and private. The principles for the Open Space Strategy will guide the process as well as guide future investments and development far in the future. The mission statement of the Center City Open Space Strategy states: *Seattle's center city open space strategy supports a commitment to urban vitality, eclecticism, sustainability, and equality in the urban center community as a reflection of Seattle's civic identity.* The goals and objectives include the need to:

- create a strategy for an open space system that captures Seattle's imagination,
- provide a working framework to evaluate public and private investment,
- develop tangible strategies to prioritize and implement the principles of the neighborhood plans,
- capitalize on the opportunities within the existing public realm,
- use an integrated approach that incorporates art, science, landscape and sustainability in the urban placemaking process,
- create awareness of the relationship between the natural and built environments, and
- use a pedestrian-first approach to provide desirable outdoor spaces that are within short walking distance for all types of users.

The Open Space and Action Strategy requires significant mapping and analysis (through open house forums and meetings with the community), and the team hopes to complete this portion of the project by mid-October.

The team has modified their schedule to coincide with the Westlake corridor urban design plan in South Lake Union; the team hopes to incorporate and complement this work through the overall strategy. The Westlake corridor, within the Denny neighborhood, is zoned for high-intensity use. The team examined the traffic, density, history, topography, and circulation access of the Denny Triangle neighborhood; the team studied the comprehensive plan to better understand the need for open space. South of Denny Way, Westlake Avenue is diagonal through the grid, while north of Denny Way, Westlake Avenue is aligned with the grid. The traffic is not as significant through the south diagonal section.

The team presented initial design concepts for Westlake Avenue South. Currently, there are four traffic lanes, two parking lanes, and sidewalks on either side. If Westlake Avenue were to become a boulevard, the intersections would become more complicated. The team has developed two primary concepts for Westlake Avenue. The *esplanade* would reduce the width of Westlake Avenue, and adding space to the eastern side of the street, to allow more sun after noon. The esplanade would incorporate a two-lane street, with parking on one or both sides of street, with an opportunity for future transit. The *park/promenade* scheme treats the blocks along Westlake Avenue as though they were a block with a diagonal courtyard or park. This would simplify the grid, in terms of the typical traffic flow. These park-blocks would be linked to Westlake Avenue at Denny Way. Vehicular traffic would be excluded from this area, while a transit system may move through.

### **Key Commissioner Comments and Concerns**

- In the park/ promenade plan, is concerned that the pedestrian may be slowed even more, as the traffic would be allowed to move expeditiously.
  - Proponents stated that they would have to investigate this. Further stated that vehicles may be stopped at the corners, and pedestrians would be allowed to cross the block, similar to Pine Street, at Westlake Center.
- Examining the contextual fabric in relation to the diagonal cross streets, believes this is similar to the Benjamin Franklin Parkway from Independence Hall to the Art Museum, in Philadelphia, which functions beautifully. Commends the team for the goal to capitalize on the opportunities within the

public realm, and capitalize on existing private open space, hoping that these spaces can be advertised.

- Proponents stated that the diagonal represents a significant amount of City-owned space.
- Recognizes that the team has identified an open space deficit of 7.7 acres. Would like to know if this takes planned projects into consideration. Believes that these should be part of the Open Space Strategy and the area calculations.
  - Proponents stated that this figure did not represent planned projects. Further stated that as the area develops, the team must examine how private open space is incorporated into the Denny Triangle neighborhood. Further stated that there is a potential for a system to transfer developers' desire to theoretically provide a small open space by contributing to a larger, single open space
- Feels that there needs to be a designation between open space and public space that identifies use and provides guidelines for a hierarchy system that further acknowledges the function and importance of truly public space.
- Encourages the team to recognize Rainier Square as an example. There is open space above, of which very few people are aware. Believes that the City should work with the private sector (existing banks, developers) to make some of the existing open space public space. This may require retrofitting, redesign, expense, and possible public/ private partnerships. Believes that many places are inaccessible from the pedestrian view from the street.
  - Proponents agreed that this is a good point. Further stated that the implementation piece must provide guidelines for developers on new open space and the need to make these spaces truly public.
- Would like to know how the team developed the 7.7-acre calculation.
  - Proponents stated that this is based on the comprehensive plan projections for population and employment. The number is based on needed open space, based on a certain amount of square feet per units and jobs.
- Agrees that the key to the Open Space Strategy is implementation, rather than the assessment or inventory. Believes that attitudes about open space should change. For example, it is wrong for a developer to dedicate an open space merely to obtain a building permit with the intent to keep them isolated, to keep certain people out.
- Believes that this is a wonderful opportunity to set the open space principles for the next 100 years. Hopes that the team will examine the differences between adults and children imagination. Hopes that the team will involve children in the process of urban design. Feels that the demographics of the city are changing, and that the design of the open space should recognize the needs of elderly as well in terms of use, availability, and access.
  - Proponents stated that they have worked with children; in a class, they have asked children to identify and describe their favorite places downtown. Agreed that families do not bring their children downtown enough; there should be an opportunity to create places to which families can come. Further stated that in the preliminary mapping exercise, searching for lost spaces, the team encouraged participants to bring their children to understand the characteristics of spaces in which children feel emotionally comfortable.

- Believes that the diagonal portion of Westlake Avenue provides many exciting opportunities, and hopes that the team will continue to recognize that the points of collision are opportunities as well, rather than traffic problems. Believes that the park/ promenade scheme may be problematic.
  - Proponents stated that an alternative retains two lanes of traffic, with a very large promenade on one side of the street. At a previous open house, many community members focused on retail, while developers have said the City is promoting too much retail. Further stated that the retail in this area should be concentrated, rather than diluted throughout the area; in the future, there might be too much retail space to support the population. The community believed that if retail were concentrated in this area, it should be along Westlake Avenue.
- Would like to know the community's response to the two schemes.
  - Proponents stated that the community felt that both schemes were worth pursuing. Further stated that there was concern about the removal of traffic from Westlake Avenue.
- Believes that if the team pursues the pedestrian only concept, it would be difficult to develop the program and uses in this area to create an active space throughout an eighteen-hour day. Believes that traffic on the street promotes twenty-four hour activity levels, and Westlake Avenue could even have four lanes of traffic, with wide sidewalks to bring activity to this exciting street.
  - Proponents stated that this is an interesting situation, as Westlake Avenue has historically been a street. The implications of closing a portion of a typical street would be significant, relating to traffic and parking. Further stated the conceptual implications of closing this street are different because it is diagonal, and the character of the space is different.
- Believes that the development and design of Westlake Avenue should also reflect the existence of Dexter Avenue, which is a very wide street, used as a bicycle and transit corridor; this street is only two blocks away. If the traffic on Westlake Avenue were calmed, the traffic would move over to Dexter Avenue.
  - Proponents stated that Dexter Avenue would remain as it is. This would be analyzed by the transportation study. Further stated the two blocks of Westlake Avenue furthest north would not have significant reductions in capacity. The portion below Denny Way has the least amount of traffic. The number and widths of the lanes on Westlake Avenue would increase at the north section.
  - Proponents stated that as the team develops the guiding principles, they are examining the historical implications and the meaning of Westlake Avenue, in relation to the flow of traffic. The concept of flowing movement can be captured in the designs and architectural character along this street, for example, through storm water collection from the buildings, through a flow of art, commerce, etc.; this will create a dynamic space. The people of the neighborhood need to be connected to the biological aspects of this street also. The topography indicates that this area is the low point of a valley.

### **Key Visitor Comments and Concerns**

- A member of the community would like to know how the team would quantify the quality of open spaces. Is concerned whether or not the open spaces would be truly usable if there are tunnels of tall buildings lining a street, Westlake Avenue, for example. Is concerned that Westlake Avenue may become a wind tunnel. Hopes that the team can define, through the relationship between design,

architecture, and land use regulations the character of these corridors. Would like to know how the team would weigh a multitude of mini parks and rooftop spaces against a larger open space.

- Proponents agreed with this concern. Further stated that the team must examine the open space system, and the quality of the open space. Recognized that, in a city of this size, and in this neighborhood, there must be a space where children can play and other spaces for recreational opportunities. Further stated that the team must examine the existing opportunities and opportunities for implementation.



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**17 May 2001 Project: South Lake Union Transportation Improvements**

Phase: Briefing

Previous Reviews: 2 December 1999, 6 January 2000 (Briefing), 19 April 2001

Presenters: Ron Scharf, Seattle Transportation (SeaTran)  
Kenichi Nakano, Nakano and AssociatesAttendees: Beverly Barnett, Seattle Transportation (SeaTran)  
Mike Foley, South Lake Union  
Bert Gregory, Mithun  
Deb Guenther, Mithun  
Lorna Jordan, Lorna Jordan Studio  
Kate Kaehny, Department of Parks and Recreation (DOPAR)  
Brad Kurokawa, Nakano and Associates  
S.A. Mesher  
Bryon Ziegler, Mithun

Time: .75 hour (SDC Ref. # 169 | DC00225)

**Action: The Commission appreciates the thorough briefing and looks forward to future updates as the team moves forward with the transportation improvements.**

This team has examined transportation improvements in the South Lake Union area, and will address the need to create better connections between downtown and the waterfront.

Phase I consists of a preliminary engineering study that focuses on the corridor of Valley Street, Fairview Avenue, and Roy Street. This study includes traffic and cost analyses and feasibility studies. This process is ongoing.

Phase II focuses on Streetscape improvements for Westlake Avenue, Mercer Street, and Valley Street. These streets have been identified by the neighborhood plans.

The lead design team has begun to examine the main traffic and streetscape improvements. The team has focused on Westlake Avenue from Denny Way to Lake Union, the Roy Street underpass, and the Mercer and Valley Street corridor.

*Westlake Avenue-*

The team is working to define the overall theme of Westlake Avenue. The team has examined the need for traffic improvements for the small businesses that face Westlake Avenue. This section of Westlake Avenue is one-way. The team presented concepts that they have developed to present to the community, and the team is participating in a public process to obtain feedback for these alternatives. At this point, the community has expressed a desire to retain the existing curbs and parking, and remove or replace the existing chestnut trees. The team may eventually replace the trees with an alternative species as the chestnut trees die. The team has also examined different configurations within the roadway to determine the possibility of the addition of a bike path. The team examined different configurations for this option, which also included improved sidewalks, improved pedestrian crossings, and other streetscape improvements. Other alternatives reflect the design of the southern portion of Westlake Avenue. A boulevard system would be difficult to implement in a one-way street system. A third scheme examines the possibility of a promenade through the expansion of the sidewalk; this would taper as Westlake Avenue approaches Mercer and Valley Streets. The team must present these schemes to the community and complete a traffic analysis before identifying a preferred scheme.

### *Valley and Mercer Streets*

Parsons/ Brinkerhoff has examined the access to this area from I-5. The team has examined Fairview Avenue, which is a high-accident area, partially due to its angle. The team has developed alternatives for this angle through visual analyses of the driver experience. Through the high view, the driver sees the waterfront and Gas Works Park, while at a lower grade, the view of the water is blocked by some businesses. The team examined different angles that would provide views; the team also examined opportunities to express a gateway at this location, leading to South Lake Union Park. The team presented four schemes with minor changes and differing angle changes. The team presented the different options for an entry and parking for South Lake Union Park, and a skybridge that would cross Valley Street from a parking structure south of Valley Street.

### *Roy Street Underpass*

The team presented two schemes for a new alignment for Roy Street, and an underpass. Both schemes respect the existing properties on either side while staying within the existing right of way. The first scheme includes a retaining wall and the Potlatch Trail. The second scheme investigated the use of slopes, rather than retaining walls to allow more light, and creating a comfortable environment for those on the Potlatch Trail. This would require sloping of adjacent properties, some of which are City properties.

## **Key Commissioner Comments and Concerns**

- Would like to know if the team has considered the possibility of changing Westlake Avenue to a two-way street.
  - Proponents stated that the question has come up in the last couple of years. Further stated that the gridlock would be the same or worse.
- Believes the primary entry at Terry Avenue and Valley Street to the South Lake Union Park and parking area should be pedestrian-oriented. Believes that Terry Avenue will develop as a pedestrian friendly street. Believes that there should be a traffic light at this location. Feels that there should not be a skybridge over Valley Street.
  - Proponents stated that the entry would be designed as a part of the park. Further stated that the entry and size of the parking area is based on the transportation analysis. Further stated that the neighborhood requested parking to the south of Valley Street because they did not want to use the valuable space on the waterfront. The size of the drop-off area north of Valley Street is based on the turning radius of a bus.
- For the Roy Street schemes, believes that the difference between the two is a matter of cost. Recognizes that a retaining wall would be very expensive. Comparing this to the cost of City land, wonders if there is a way to explain to the City that the sloping scheme would be worthwhile.
  - Proponents stated that through the sloping scheme, there are fewer retaining walls. Further stated that, due to the sloping of the landscape, the City would not be able to get the full price for the properties. The required area of sloped land to complete the sloped scheme would be approximately several thousand square feet.
- Believes that the trade should not be between the retaining walls and the loss of City property, but the scheme that allows most advantageous use of landscaping. This area is under Aurora Avenue, and the landscaping could be used to soften the impact of sound.

**Key Visitor Comments and Concerns**

- Through the implementation of the transportation improvement plans of South Lake Union, believes that there should be an initial problem statement to work from to identify what needs to be done.
- As the project develops, hopes the team will better define the relationship between the development goals and regulations, and the access goals of the transportation improvements.

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**17 May 2001 Project: Pacific Northwest Aquarium Master Plan Addendum**

Phase: Briefing

Previous Reviews: 16 December 1999 (Scope Briefing), 21 September 2000 (Conceptual), 18 January 2001 (Conceptual), 15 March 2001 (Briefing)

Presenter: John Braden, Department of Parks and Recreation (DOPAR)

Attendees: Bill Arntz, Seattle Aquarium  
Brodie Bain, Weinstein Copeland Architects  
Ken Bounds, DOPAR  
Bob Wicklein, Seneca Real Estate Group

Time: .75 hour (SDC Ref. # 169 | DC00041)

**Action:** The Commission appreciates the proponents' tenacity through this site selection process and the thorough briefing at this stage of the process. The Commission would like to make the following comments and recommendations.

- The Commission recognizes the constraints regarding the designation of the pier and shed as historic structures by the Landmarks Preservation Board;
- looks forward to the future presentation as the design develops, especially through sketches, rather than presentation drawings, to better understand the quality and character of the aquarium,;
- supports the goal to maintain the historic configuration of the waterfront, with the incorporation of the aquarium as a new and distinct structure;
- urges the team to provide generous access to the edges and ends of the piers for the general public;
- encourages the team to incorporate the pedestrian edge of Pier 57 at the western edge of the water into the future design; and
- would like to reemphasize the actions of the previous Commission meeting:
  - hopes the City can expedite the process of site selection and encourages a systematic analysis of the north versus the south sites to best serve the public interest;
  - asks that the historic character of the waterfront be appropriately reflected in the project and not be limited to the façade or streetfront; recognizes that the character of the area needs to first be defined and this will present the framework for proceeding; and
  - appreciates the concurrent planning of the aquarium and the park and supports the concept of the "aquarium in the park" understands that implementation will be in phases; supports the Aquarium as a transition between the public space area to the north and the historic neighborhood to the south.

At the previous Commission meeting, the team presented several alternatives for the Aquarium Master Plan, locating the aquarium on the southern site and retaining the northern site for a waterfront park.

1. Pier 59 is retained and the rest of the aquarium would be located to the south.
2. Pier 59 is removed and a new complex would be built in its place.

3. Pier 59 is retained and moved to a different location, retaining the historic rhythm of the piers.

As the team has progressed through the planning phase, they have examined the third alternative. The Landmark Preservation Board has determined that Pier 59 is historic land. This designation includes the pier, including the deck pilings, and the pier shed. The response to the relocation of the pier has not been positive at all, and this alternative would present significant costs, problems, and delays. Therefore, the team has redirected the design efforts to the first alternative. The siting would be difficult through this scenario, as a fifty-foot salmon corridor is required along the seawall as the near-shore environment cannot be covered by structures. The visibility of the aquarium for those coming from the north would be hampered by these conditions. The team has focused on design solutions such as fenestration and signage to resolve some of these issues. The restoration of Pier 59 will also require significant work, as it is currently not in good condition. The Landmarks Board has recognized that the pilings must be changed and cannot remain in their current position and condition. The sequencing of the construction is also an important consideration, as the first alternative reduces the time of disruption for the public and the aquarium.

At a future Commission presentation, the team plans to present design alternatives that comply with the first alternative.

### **Key Commissioner Comments and Concerns**

- Would like to know how the team will relocate the back-of-house functions to allow the pier reconstruction in the first alternative, without completely removing the entire shed.
  - Proponents stated that the back-of-house functions include administrative office space, classrooms, auditoriums, etc., and the fish and mammals are located elsewhere. This space would not be required to carry the loads of the other exhibit spaces. The new exhibits would be located on new piers.
- Would like to know how the team would replace and maintain the Landmark-designated pier if wood piers are not allowed.
  - Proponents stated that the Landmarks Board recognizes the need to replace the pilings with other materials, probably steel.
- Recognizes that the piers already have had to be maintained over time, and damaged pieces have been repaired.
  - Proponents stated that 800 pilings have been maintained over the years, and the team has permission to replace seventeen piers with steel.
- Would like to know if the edges of the pier would remain public. Through the reconfiguration of the edges, would like to know if the curvilinear edge north of Pier 57 would be removed and replaced with a straight edge.
  - Proponents stated that the full edge of the pier must remain accessible to the public; this is required. Further stated that the team, for the EIS (Environmental Impact Statement), would begin conceptual design for the open space. The footprint would allow the larger public space to be included with Pier 62 and Pier 63 to create a larger, more usable public park.

- Moving the aquarium site to the south does create a central public space on the waterfront that would extend from Pier 59 to Pier 66, allowing unobstructed public access and views. Believes that the Commission should examine the southern anchor of this space, whether it is the historic pier or the aquarium.
  - Proponents stated that through the first alternative, the team would have to examine how the new aquarium would be connected to the waterfront park without decimating the historic pier and pier shed.
- Looking at the southern edge of the project, would like to know if the two piers could be connected closer to the seawall edge, allowing the figural character of the piers to continue as fingers stretching out to the water, rather than containing the water through a connection at the outer edge of the piers.
- Is intrigued by the team's idea to contrast the new aquarium by contrasting it significantly with the old building. Believes that this is the direction the design team should pursue.
  - Proponents stated that they have discussed this with the Landmarks Board and the architectural review committee, and they agree with this idea. The Landmarks Board hopes that the new construction will not be a faux pier. Further stated that, with the incorporation of the first alternative, the existing pier will block the view of the new pier and aquarium.
- Encourages the team to examine the Waterloo train station in London. The existing building is a large Victorian train station and the new addition, attached, is a large glass building that creates an exciting juxtaposition.
- Would like to know why the footprint of the actual historic pier in alternative three is different than the footprint in alternative one.
  - Proponents stated that the seawall curves, and the pier would be truncated to stay within the harbor line.
- Appreciates the team's tenacity and the Commission looks forward to working with the team on the development of the design after the master plan has been approved.
  - Proponents stated that the team hopes to complete conceptual design by the end of June. The team will brief the Landmarks Board at the end of June.

**17 May 2001 Project: Japanese Garden Pond/ Shoreline Renovation**

Phase: Design Development

Previous Review: 16 November 2000 (Schematic Design)

Presenters: Tasha Essen, Department of Parks and Recreation (DOPAR)

Hoichi Kurisu, Kurisu International

Koichi Kobayashi, Kobayashi and Associates

Ted Maranda, T.A. Maranda Consultants, Inc.

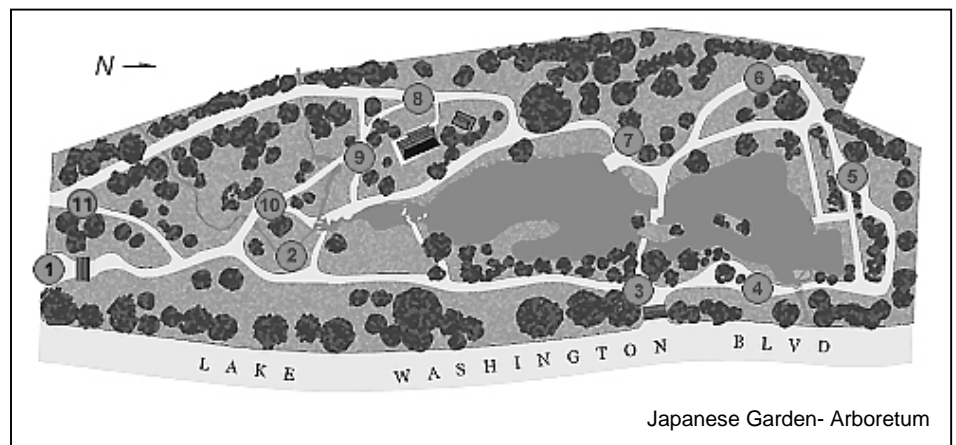
Attendees: Tom Hicks, Kurisu International

Time: .5 hour (SDC Ref. # 169 | DC00203)

**Action:** The Commission is very supportive of this unique and treasured project, and would like to make the following comments.

- The Commission commends the team for securing additional funding for the water re-circulation system;
- encourages the team to seek funding for the bridge restoration;
- commends the team for addressing the Commission's previous concerns; and
- would like to offer the proponents support in their pursuit of the implementation of future projects.

The team presented the updated design of the Japanese Garden, which is located in the Washington Park Arboretum. The shoreline has experienced severe deterioration, due to erosion and drainage difficulties. The team is nearing completion of the design development, and hopes to begin construction after Labor Day. The team has acquired additional funds



from Seattle Public Utilities (for the Water Smart Technology program), additional DOPAR money, and the Office for Environment and Sustainability for the water re-circulation system. A structure will house the filters and the ozonators; it will be located at the north end of the garden outside of the existing fence line, and will appear as an extension of the existing fence line. The construction process will begin by draining the pond. The existing 35 koi will be moved to a foster home, a koi vendor in Everett, and will stay for several months. The stones will then be selected and placed around the pond shoreline. The landscape architect will supervise and direct the selection of the stones. The team, with the help of one of the original designers, hopes to restore the original earth and timber bridge. The Japanese Garden Society has also begun to examine the opportunity for future improvements to implement certain elements of the original design.

The Japanese Garden Society and the team have met with many groups to determine the future

programmatic elements of the Japanese Garden Pond that may be implemented. There may be a village pavilion, placed at the original design location, a typical Japanese wall, to provide a public face at one edge, a south entrance gatehouse, with small service spaces, and a future Arboretum education building.

The team presented the design development drawings for the pond shoreline restoration, which will restore the edge to the original shoreline design. The team presented an inventory of the existing conditions, and compared these conditions to the original design. The design of the shoreline incorporates stones, bio-logs, and aquatic plants to restore the shoreline while providing a softer appearance. The team hopes to place the rocks as sensitively as possible. This will begin with one to two layers of rocks in certain areas, with few rocks at some edges, and then the existing voids will be filled with smaller rocks. The representation of the rocks in the drawings is for diagrammatic purposes, as the contractor will be directed on site by the design team.

After presenting the existing conditions, which is a system that consumes fifty gallons per minute, the team presented the design for the water re-circulation system. Through this system, the only additional water required would be water needed to bring the water to the needed level, saving six million gallons of water per year. The system will use the existing collection system, but divert the water into a subterranean vault, with an overflow into the existing system. There will be two pumps in the underground vault, pumping to the above-grade filtration room, a ten feet by twenty feet enclosure; ozone will be pumped into the system at this time. The motion of the streams will be maintained. The above-grade building will also house the electronics and the motor-starters.

A representative from Kurisu International presented the historical background of the modern Japanese Garden. Juki Iida, the original designer, developed gardens in a natural way, without looking man-made, which is very difficult. Built in 1960, this Japanese Garden is one of Iida's last major works, is historically and artistically valuable as an important global piece of work.

### **Key Commissioner Comments and Concerns**

- Would like to know how closely the park resembles the original design.
  - Proponents stated that the current water body is smaller than the original design. Further stated that many of the plants have changed, and the plant materials are better.
- Would like to know if some of the future projects would be located outside of the existing fence line. Would like to know if the pipe, running from the pumps to the cascade, would run outside of the fence line.
  - Proponents stated that there are many trees through which the pipes must weave. The pipes must be as far away as possible, so they will not interrupt many future projects.
- Recognizes that this is a historical project with great cultural significance. Would like to know about the character of the northeast wall.
  - Proponents stated that the existing fence is very straight, and is eight to nine feet tall. Further stated that it is dark charcoal in color, and the team does not know what the future fence will look like. Further stated that funds must be raised before this component of the concept plan is implemented.
- Would like to know if there will be any downstream effects within the creeks, for the frogs and salamanders, of the reduction of water from 150 gallons per minute to 10 gallons per minute.
  - Proponents stated that this is difficult to assess. In the summer months, the swale has a low water flow. Further stated that the 10 gallons of water would be removed through a



process of exfiltration from the pond and evaporation. Further stated that the pond overflow is not the only source of water for the Arboretum Creek. The goal is to reduce the amount of potable water being pumped into Arboretum Creek.